

LTC 1 – 1st December 2020



LOCAL TRAFFIC COMMITTEE

1st December 2020

SUBJECT TO REPORTING TO COUNCIL

MINUTES OF THE MEETING OF THE LOCAL TRAFFIC COMMITTEE HELD, TUESDAY, 1st DECEMBER 2020, IN THE CHAMBERS MEETING ROOM AT THE CIVIC CENTRE KEMPSEY THAT COMMENCED AT 2.00PM.

1. ATTENDANCE, APOLOGIES AND PREVIOUS MINUTES

1.1 ATTENDANCE OF FORMAL MEMBERS

Name	Agency	Key	Representative
Councillor Ashley Williams	Council	P	
Linda Makejev	Transport for NSW	P	
Steve Mallam	NSW Police	P	
Melinda Pavey	Member for Oxley	P	Anthony Patterson

Key: A = Absent With Apology
P = Present
NP = Not Present
E = Responses provided by email

1.2 ATTENDANCE OF ADVISORS

Name	Agency	Position
Cliff Toms	Council	Investigations Engineer
Zoe Powell	Council	Cadet Engineer
Sharon Carter	Council	Administration Officer

1.3 APOLOGIES

No apologies were recorded due to full attendance by members.

1.4 PREVIOUS MINUTES

The minutes of the meeting of 2nd June 2020 were adopted without change. It was noted the September 2020 meeting was cancelled due to lack of items for reporting and consequently no minutes were required.

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2. BUSINESS ARISING

THE FOLLOWING ACTIONS ON PREVIOUS RESOLUTIONS OF COMMITTEE ADVICES AS LISTED IN THE TABLE BELOW HAVE BEEN UNDERTAKEN:

Item No.	Location	Facility	Work Order Issue	Completion Date
2.1	Sea & Broughton Streets West Kempsey	Parking zone changes to permit parent parking.	13/07/20	10/09/20
2.2	River and Polwood Streets (Hospital)	Time limit parking zone changes	8/10/20	13/10/20
2.3	Memorial Avenue, South West Rocks	Modification of existing pedestrian refuge to create raised platform "wombat" crossing	1/05/20	06/08/20
2.4	Phillip Drive and Russell Street intersection South West Rocks	Warning signs and line markings	25/09/19	25/09/19
2.5	Sturt St South West Rocks	Traffic Management Options- Council resolved to defer subject to future area wide traffic investigations.	Not Issued	17/03/20
2.6	Hat Head Caravan Park	No parking and camping controls	19/08/20	29/10/20
2.7	Ocean Avenue, Stuarts Point	Kerb Blister	1/08/18	27/05/20

The information was noted by the Committee.

3. SUMMARY OF PENDING MATTERS

THE FOLLOWING ACTIONS ON PREVIOUS COUNCIL RESOLUTIONS OF COMMITTEE ADVICES AS LISTED IN THE TABLE BELOW ARE PENDING:

Item No.	Location	Facility	Work Order Issue	Status
3.1	Sea /Elbow Street, West Kempsey	Review of existing pedestrian crossings	Not issued	Deferred pending Belgrave Street Traffic Study
3.2	Marsh Street West Kempsey	Parking Controls	30/10/19	Monitoring parking time limit changes
3.3	Rankine & Scott Streets Crescent Head	No stopping sign relocation and kerb ramp	8/07/19	Deferred until completion of Rankine St upgrades 2020/21

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3.4	Cannane Street, Smithtown	Signs and line markings for "drop & go" school zone	19/05/20	Signs complete waiting minor line markings.
3.5	Kemp Street West Kempsey	Speed zone reduction and edge line marking	21/01/20	Speed zone signs complete, line marking included in 2021 program
3.6	West Kempsey	Fresh directional signs	Not Issued	Reviewing plans following Dec 2019 LTC advice
3.7	Point Plomer Road, Crescent Head	Speed Zone review	Not Issued	Deferred until sealing of road completed
3.8	Collombatti Road	Reduction existing 100kmh speed zone review and safety improvement work	23/03/20	Speed zone reduction not supported by TfNSW. Developing grant application for road upgrades.
3.9	Belgrave Street Kempsey	Parking associated swimming carnivals	Not Issued	Site inspection to be held with Pool Manager and Local MP rep.
3.10	Elbow Street West Kempsey	Police Only Parking Bays	Not Issued	To be investigated with Police rep.
3.11	Intersection Middleton/Queen Streets South Kempsey	Split road directional signs/ carriageway capacity	Not issued	Report to December 2020 LTC.

Committee Comments

The Local Member representative queried the status of the Collombatti Road investigations. The Chair advised the investigations have been deferred and carried forward into a current grant application for rehabilitation of Collombatti Road under the NSW Governments Fixing Local Roads Program.

The information was noted by the Committee.

4. CONSIDERATION OF FORMAL ITEMS

4.1 STOP SIGN – INTERSECTION SPOONERS AVENUE & CHAIN O'PONDS ROAD FILE: F19/1764

Investigations into the safety of this intersection have been carried out in response to local resident concerns. The main concern relates the adequacy of the available sight distances to approaching traffic for traffic exiting the western leg of Chain O'Ponds Road onto Spooners Avenue. Since 2010 no accidents have been recorded at the intersection.

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Spooners Avenue is currently within an 80kmh speed zone. Chain O’Ponds Road is within a default 100kmh speed zone with drivers expected to drive to the road conditions. A site inspection confirmed that available sight distances (40 to 50m) from Chain O’Ponds Road to north bound traffic is restricted by the existing embankment. 80 to 90m sight distance are available to south bound traffic in Spooners Avenue.

The site investigations reveal the available stopping sight distances to north bound traffic in Spooners Avenue fail to comply with the Australian Standard (AS 1742.2) minimum requirements (65m) for no intersection controls or give way signs and therefore installation of a stop sign control within the western intersection leg of the Chain O’Ponds Road is recommended.

Committee Recommendation:

- 1. The Committee support the installation of a Stop Sign & associated line marking markings in the western leg of Chain O Ponds Road at its intersection with Spooners Avenue**

Voting Record:

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.2 BUS BAY – SPOONERS AVENUE

FILE: F19/1385

Local bus services currently drop off and pick up school children (approx. 4 to 6 students) on the corner of Rocky Road and Spooners Avenue. Council staff have inspected the site in response to local concerns to the safety of this arrangement.

Currently buses pullover within a gravel side-track section of the intersection. The intersection is formed by a ninety (90) degree bend and as such increases the risk of accidents between approaching vehicles, a parked bus and children. Advanced warning signs have been recently placed as an interim measure to warn approaching motorists of the bus stops and movement of children.

Relocation of the bus pull over area is now proposed as a more formal bus bay to the south of the intersection to further improve the safety of the bus services in this location.

Committee Recommendation

- 1. The Committee support the location of the proposed bus bay in Spooners Avenue as detailed in the attachment to the report**

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.3 PEDESTRIAN SAFETY – ALDAVILLA PRIMARY SCHOOL

FILE: F19/1782

Background

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Aldavilla Primary School submitted to Council 20th February 2018 a letter raising a number of concerns related to the safety of school children accessing the school site. Currently school children access the school site via Sherwood Road by walking (road crossings), bus and parent vehicles.

Council responded to the concerns raised 5th March 2018. The concerns raised related to

- Pedestrian crossings of Sherwood Road
- Roadside parking in Sherwood Road
- Footpaths, kerb & guttering
- Vehicle turning areas
- Bus bays
- Kiss and Drop zones

Council's advice made no commitment to the undertaking of any work to address the concerns raised by the School.

The School have recently raised the previous concerns again. In response Council staff met on site 13th October 2020 with the School representatives and discussed options to address the problems raised.

The School confirmed by letter 16th November the safety issues remain a high priority to be addressed.

Existing Conditions

The School has frontage to Sherwood Road which has a 20m reserve width formed with a 12m wide bitumen sealed pavement with kerb & guttering along the school frontage. The section of Sherwood Road fronting the school property is within a 40kmh school speed zone (242m) which operates during all school days, 8.00am to 9.30am and 2.30pm to 4.00pm.

Restricted parking zones are in place along the Sherwood Road School frontage. The following table details the existing parking and regulatory controls commencing from the Armidale Road boundary.

Control	Start (from Armidale Road Boundary)	Finish (from Armidale Road Boundary)	Sign Details	Estimated Parking Spaces
East side of Sherwood Road				
40kmh School Zone	34m	276m	R4-230-1n standard sign	
No controls	34m	100m	NA	10
Time limited Parking	100m	118m	15-minute school days 8.00am to 9.30am and 2.30pm to 4.00pm	3

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No parking	118m	141m	No parking school days 8.00am to 9.30am and 2.30pm to 4.00pm	4
No controls	141m	276m	NA	18
End of school zone start 60kmh zone		276m	R4-231n standard sign	
West side of Sherwood Road				
40kmh School Zone	276m	34m	R4-230-1n standard sign	
No controls	276m	235m	NA	5
No Stopping	235m	219m	No Stopping school days 8.00am to 9.30am and 2.30pm to 4.00pm	
No controls	219m	34m	NA	38
End of school zone start 60kmh zone	276m	34m	R4-231n standard sign	

Traffic Counts within the school zone have been undertaken with the following results obtained.

Average Annual Daily Traffic (AADT) = 3088 AADT heavy vehicles = 263 (8.5%)

Over the fourteen (14) day count period 43233 vehicle trips were recorded with 16244 (37.57%) exceeding the 60kmh speed limit. The 85th percentile speed = 67 kmh (15% of traffic exceed this speed).

During the operation of the 40kmh school speed zone over the fourteen (14) day count period 6653 eastbound vehicle trips were recorded with 1654 (25%) exceeding the 40 kmh speed limit. The 85th percentile speed is recorded as 42 kmh. 3151 westbound trips were recorded with 1946 (62%) exceeding the 40kmh speed limit. The 85th percentile speed is recorded as 49 kmh.

During the period 2010 to 2019 one (1) accident (serious injury/off road right) was recorded within the school frontage of Sherwood Road. No pedestrians were involved in this accident.

Pedestrian movements in Sherwood Road have been observed during school drop off and pick up times. The following summarises the pedestrian movement observations

- An average daily 64 crossing movements (31 parents/33 children) 8.00am to 9.30am
- An average daily 112 crossing movements (62 parents/50 children) 2.30pm to 4.00pm.

It was observed that the crossings occur over entire length of the school frontage with the majority of crossings occurring within the vicinity of the school main gate. The majority of crossings occur between 8.30am to 9.00am and 3.00pm to 3.30pm. It was also observed a number of parents are parking in the No Parking zone fronting the school main gate to drop off and pick up children. During the observations of the pedestrian movements it was clear that the risk for pedestrian related accidents is medium to high with serious consequences,

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primarily due to the significant through traffic movements, % of heavy vehicles and careless road crossing behaviour.

Traffic Management Improvement Options

Crossing of Sherwood Road

School children currently cross Sherwood Road (most with a parent) to access their respective vehicles parked along the west side of the road on the sealed shoulder. The following crossing options have been investigated

- School Children crossing
- Wombat Crossing
- Marked pedestrian crossing
- Pedestrian Refuge crossing

All of the above options will provide an opportunity for safer crossings of Sherwood Road. Provision of a “Supervised” School Children Crossing is considered the most cost-effective safer option. The pedestrian refuge is the least safe option, although it would provide for much safer crossings than the existing conditions. All options require provision of No Stopping zones (overall distances between 28m to 39m) on the approach and departure side of the crossing facility. The resultant loss of parking (5 to 8 spaces) is likely to result in additional on street parking on the west side of Sherwood Road. Safety considerations should override the parking loss in this instance.

Parents with children currently cross Sherwood Road at various locations to access the school entry gates. Appropriate use of a crossing for drop offs will be heavily reliant upon parents to walk with their children along the edge of the road and then cross at the crossing facility. The reverse applies for pickups.

A school children crossing is recommended as the preferred option to provide for safer crossings of Sherwood Road. The pedestrian and traffic counts demonstrate the warrants for this facility as outlined in Australian Standard 1742.10 are met. Construction of a crossing may require provision of a short length of kerb and guttering and access ramp on the west side of Sherwood Road

Sherwood Road West Side Formation

The existing west side (of existing centre line) of Sherwood road is formed by a bitumen seal (average width 6.3m) and a grassed verge (average width 3.5m) from the edge of bitumen to the property boundary.

Bus Services

Local buses currently service the school via the existing bus bay and turning area provided within the school site. The site is limited to buses only to ensure buses have priority access and parking during school drop off and pick up times. There is scope to allow parking for light vehicles during off peak hours (ie 9.30am to 2.30pm), however, this action will not address the current parent drop off and pick up safety issues. During the pedestrian counts it was observed that buses exiting the parking bay are unable exit in a continuous turn, mainly due to parked vehicles opposite the exit on the west side of Sherwood Road. Installation of a no stopping zone opposite the exit has merit to enable ease of the bus

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turning movements, however, needs to be considered in light of other loss of parking caused by other proposals.

Kiss and Drop Zone

The school was advised on 5th March 2018 that these zones and require a number of procedures to be adopted by the school, including a commitment from parents to drop off and pick up in accordance with the adopted procedures. Sherwood Road traffic data highlights a significant volume of through traffic during the morning peak hours (7.00am to 9.00am). The zones operate effectively where there is suitable road space for parents to circulate and park whilst waiting for a space in the zone. Operation of the zone also relies on parents to communicate with teachers rostered to supervise children movements from the school ground to the parent parked car. There is an opportunity to provide a zone in the existing unlimited parallel parking zone along the east side kerb adjacent to the bus bay area. This would require construction of an adjoining footpath to link with the school main Given the existing traffic conditions and limited roadway capacity a Kiss & Drop Zone in Sherwood Road is not supported at this stage.

Roadside Parking on western side Sherwood Road

Parking on the western side of Sherwood Road has been observed as primarily parent parking for drop off and pick up of school children. During these periods almost the entire length of the 40kmh speed zone is occupied by parallel parking on the sealed road shoulder. The western side of the road between the double barrier marked centre line and the edge of bitumen has an average width 6.5m, suitable for a marked through traffic lane (3.5m) and a parking lane (3.0m). The verge between the sealed road shoulder and property boundary is a 3.0m wide unformed grassed area.

There is sufficient space to provide for roadside parallel parking (as exists). As an interim measure it is recommended that a lane edge line be provided to better delineate the parking zone. The school references the option of providing angle parking in this zone. In accordance with Australian Design Standards (AS 2890.5) this option would require for 45-degree angle parking an overall 8.9m from the edge of the travel lane to a kerb face. For the existing road reserve this would leave a 1.1m (6.5m + 3.5m - 8.9m) wide verge, clearly unworkable. A minimum 3m widening of Sherwood Road would be required to implement angle parking with appropriate clearances and a footpath verge. This would also involve property acquisitions at considerable cost and therefore is considered a longer-term option at this stage.

Recommendations

The observations of existing pedestrian movements across Sherwood Road clearly indicate potential risks of pedestrian related accidents and should be addressed as a priority road safety action. Short- and longer-term options have been identified in this report that are considered to improve the safety of school children and parent pedestrian movements in Sherwood Road. The following options are recommended for the Committee's support.

Short Term

- Installation of a school children crossing in the vicinity of the school main gate

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- Line marking of an edge line on the west side of Sherwood Road
- Reconfiguration of the existing parking time limit and no stopping zones on the east side of Sherwood Road on completion of the installation of the school children crossing

Long Term

- Installation of a Kiss and Drop Zone in the existing unlimited parallel parking zone along the east side kerb adjacent to the bus bay area.
- Upgrades of the west side of Sherwood Road to include angle parking, associated footpaths and road widening.

Each of the above options have funding implications and timing of the works are subject to funding availability through grants or other sources.

Committee Recommendation

The Committee supports:

- 1. The installation of a School Children’s Crossing in Sherwood Road at the main pedestrian entrance to the Aldavilla Primary School**
- 2. Reconfiguration of the existing parking time limit and no stopping zone on the east side of Sherwood Road on the completion of the installation of the School Children Crossing.**
- 3. Installation of road edge line marking along the west side of Sherwood Road within the existing 40kmh school zone.**
- 4. Investigations of funding opportunities for the long-term improvement options detailed in this report**
- 5. The option of providing pedestrian safety fencing along the western edge of Sherwood Road also be included as part of the investigations for funding of works.**

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.4 ACCIDENT FATALITIES

FILE: F19/1903: F18/1903

Fatal accident reports are provided to Council by Transport NSW as “sensitive” information and are not to be communicated to external stakeholders and the community. Detailed information for each accident can be provided verbally at this meeting. Council as a Road Authority has responsibility to examine the reports and undertake site investigations for identification of any related road safety improvements, to be recommended for implementation.

The following fatal accidents have been recorded within the Kempsey LGA since last reported to the Committee at its September 2019 meeting:

- Loftus Road – 2km north of Pacific Street, Crescent Head
- South West Rocks Road – 1.8km south of Main Street Jerseyville

Council staff inspect the accident sites following receipt of the TfNSW accident reports. The inspections are undertaken to determine if the road conditions have contributed to the accident and identify any road safety improvements that need to be undertaken. Following are comments for the accident sites.

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Loftus Road

The accident report stated the vehicle involved travelled north along the road and veered across the southbound lane, left the roadway and rolled on the eastern side of the road. Road conditions were not reported as a contributing factor. The site of the accident is on a straight section of the bitumen sealed road within an 80kmh speed zone. No necessary road safety improvements for the accident site have been identified.

South West Rocks Road

The accident report stated the vehicle travelled north along the road and veered left into the roadside table drains. Road conditions were not reported as a contributing factor. At the time of the accident Council were undertaking pavement rehabilitation works under normal roadworks advisory signs and associated traffic controls. Council construction staff have examined the on-ground advisory and caution signs and have confirmed they are compliant with the Traffic Control Plan established for the works and there is no need for any changes as a result of the accident.

Committee Recommendation

1. The Committee receive and note the reported accidents.

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.5 NO STOPPING – SMITH STREET KEMPSEY

FILE: F19/1849

Residents at 114 – 116 Smith Street have raised concerns to parking of heavy vehicles south of their properties. The main concerns relate to loss of sight distances when exiting driveways and noise during evening hours. Residents have also claimed on odd occasions B-Double trailers are parked in this location whilst the prime movers with first trailers are undertaken deliveries elsewhere within the area.

An inspection of the site confirms regular parking of heavy vehicles between 106 and 114 Smith Street (western side). When a heavy vehicle is parked within 20m of the southern boundary 114 Smith Street available sight distances for a vehicle exiting the property are very restricted, making safe entry to Smith Street very difficult. It is also noted this section of Smith Street has a line marked on road cycle lane. The residents have also claimed the risk of accidents with approaching cyclists increases whilst a heavy vehicle is parked immediately south of their driveways.

It is noted NSW Road Rule (Clause 200) states:

The driver of a heavy vehicle, or long vehicle, must not stop on a length of road in a built-up area for longer than 1 hour, unless the driver is permitted to stop on the length of road for longer than 1 hour by information on or with a traffic control device,

It is also noted Council have recently installed planter islands in Smith Street parking lanes north of Geoffrey Debenham Street, including the subject parking lane. These works make parking of longer heavy vehicles more difficult.

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Given sight line constraints imposed by heavy vehicles immediately south of 114 Smith Street installation of a heavy vehicle no parking zone is recommended, commencing 30m south of 114 Smith Street and finishing at the northern boundary of 116 Smith Street.

Legal parking by heavy vehicles in the remainder of Smith Street north of 106 Smith Street is relied upon by appropriate enforcement by NSW Police.

Committee Recommendation

1. **The Committee support the installation of a Heavy Vehicle No Parking zone in Smith Street as detailed in this report.**
2. **NSW Police be requested to undertake patrols of Smith Street to ensure compliance with heavy vehicle parking within the NSW Road Rules.**

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.6 INTERSECTION MIDDLETON & QUEEN STREETS SOUTH KEMPSEY FILE: F19/1764

The Committee recommended at its March 2020 meeting as follows:

The Committee support an investigation of the intersection with the view of providing a suitable traffic management arrangement to cater for or restrict right turn movements by large articulated heavy vehicles.

The Local member representative advised a local heavy vehicle had been reported to travel in the wrong direction within the split section of Middleton Street immediately east of Queen Street. It was reported the illegal manoeuvre occurred due to the existing intersection limited capacity to cater for articulated vehicle right turn movements from Queen Street south into Middleton Street.

The intersection has been inspected with photographs of the existing traffic conditions provided. Council design staff have undertaken an analysis of articulated vehicle swept turning paths. The analysis indicates for a right turn out of Queen Street into Middleton Street that a large (25m) semi-trailer would not be able to undertake this manoeuvre without cutting across the end of the median splitter island. However right turn movements of semi-trailers are known to occur with no evidence of damages to or cutting the median splitter island. Based on Council traffic data 10 to 15 heavy vehicle right turn movements per day from Queen to Middleton Streets is estimated.

Advisory signs are currently in place indicating “no entry” and “one way” for opposing traffic, including traffic undertaking right turn from Queen to Middleton Streets. It is considered the “one-way sign” is confusing for motorists that may not pick up the directional arrow. The “no entry” signs should suffice. A “keep left” sign is in place and the commencement of the median splitter island. This sign is not well displayed and should be replaced with a larger sign. It is also to be noted that a pedestrian crossing with a refuge island/ramp is located approximately 5m from the end of the splitter island.

Reconstruction of the intersection to provide for more functional and safer turning movements is not likely to be funded in the short term. Council is committed to a detailed design for the upgrade of Middleton Street. The design is expected to be completed mid 2021 and will include investigations into a preferred design for the intersection with Queen

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Street. It is expected the final designs will provide better delineation for the right turn movements from Queen to Middleton Streets.

Restriction of heavy vehicle movements by way of load limits in Queen and Middleton Streets has been considered. This option is not supported given the importance of Queen and Middleton Streets for the delivery of freight to the Gowings Hill Road catchment and the South Kempsey industrial area. This particularly applies to the southern section of Queen Street where there are limited opportunities for heavy vehicle turn arounds/U-turns.

The following interim measures are recommended to ensure better definition of the existing one-way traffic flows and entry conditions for the Middleton Street section of road immediately east of Queen Street.

- Construct the end section (2m) of the median splitter island from the commencement as a “mountable island” allowing for ease of turning movements by larger semi-trailers.
- Replacement of the keep left sign with a larger sign, refreshing and better placement of the existing advisory signs.

Committee Recommendation

1. The Committee support the works as detailed in this report for the proposed improvement of right turn movements from Queen to Middleton Streets.
2. Investigate the option of mountable roundabout as a suitable traffic control device until major upgrades of the intersection are provided.

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.7 PACIFIC HIGHWAY DIRECTIONAL SIGN – MACLEAY VALLEY WAY SOUTH KEMPSEY FILE: F19/1832

NSW Police have reported to Council a concern to the Pacific Highway directional sign for located in Macleay Valley Way opposite the Slim Dusty Centre.

The sign directs southbound traffic to the Pacific Motorway, north to Coffs harbour or south to Taree. NSW Police have reported motorists are taking the north (to Coffs harbour) left slip lane to access Taree, only to find themselves going the wrong way and then taking a right illegal turn against oncoming traffic back onto Macleay Valley Way.

The matter was referred to Transport for NSW for advice on better directional signs. TfNSW have responded with a recommended sign replacement. It is to be noted TfNSW have provided two (2) options for the signs at the exit ramp entry to the Pacific Highway. Option 1 is preferred and open to further discussion at this meeting.

Committee Recommendation

1. The Committee support replacement of the Pacific Highway direction signs per Option 1 located in Macleay Valley Way (South Kempsey) as detailed in this report

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.8 PARKING ZONES REVIEW – CRESCENT HEAD FILE: F19/1849

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Council considered at its October 2020 meeting a report on the Crescent Head Public Domain Plan. The report highlighted amongst several key issues the following.

Parking and Signage Review Car park time limits were suggested many times in the community feedback, particularly to control the length of stay at the foreshore car park. This may be considered with a short-term and long-term perspective, with shorter term being with respect to existing conditions and the longer term being with respect to the ultimate plan via the Public Domain Plan as it is implemented. Council staff have started a review of existing parking restrictions generally within the study area, with consideration to be given as to whether any changes are required in the short term. The action is in response to a request from the Crescent Head Ratepayers and Residents Association. Any changes for consideration need to be put to the Local Traffic Committee.

Council staff have now completed investigations of existing on and off street parking conditions and have recommended short term actions to better manage parking demand and turn over until more significant traffic management works as identified in the Public Domain Plan are implemented. The investigations included:

- Survey of all parking, other regulatory and miscellaneous signs within the Domain Plan study area.
- Parking occupancy surveys of all existing on street and off-street sites.
- Consideration of recommendations contained in the Traffic Management & Parking Plan prepared for the Public Domain Plan
- Identification and review of parking zone and time limit options.

Based on the investigations the following recommendations have been identified as short-term parking regulatory actions considered to better manage parking demand within the Public Domain Plan study area.

On Street Parking

1. Install one (1) hour parking time limit (8.30am to 6.00pm Mon to Sat) in Pacific Street north side across the Medical Centre property frontage.
2. Install one (1) hour parking time limit (8.30am to 6.00pm Mon to Sat) in Pacific Street south side between properties 10 to 14 (businesses)
3. Install two (2) hour parking time limit (8.30am to 6.00pm Mon to Sat) in Pacific Street north side between Hill Street & Reserve Road
4. Installation of four (4) hour parking time limit (8.30am to 6.00pm Mon to Sat) on the eastern side of Willow Street between Killick Creek to house no. 13.

Off Street Parking

1. Install two (2) hour parking time limit (8:00am - 6pm Mon to Fri, 8:30am - 12pm Sat) in the off-street public carpark on the western side of the junction of Pacific Street and Reserve Road
2. Install two (2) hour parking time limit (No Stopping 10.00am to 5.00am) within the foreshore parking zone fronting the main beach, between the Surf Club and the existing large Norfolk Island pine tree (Approx. 30 spaces).

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3. Install vehicles over 6m not permitted within the foreshore parking zone fronting the main beach, between the proposed two (2) hour time zone and the eastern end turnaround area.

Details of the investigations were provided to the Committee

Committee Recommendation

1. The Committee support the proposed Crescent Head on, and off-street parking zones and time limit controls as detailed in this report

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.9 SPEED ZONE REVIEW – CRESCENT HEAD ROAD

FILE: F19/1719

Residents within the rural residential properties accessed from Neville Morton Drive have raised concerns to the existing 100kmh speed zone in Crescent Head Road immediately east and west of the Maria River Road intersection.

Residents claim the through traffic speeds in Crescent Head Road intersection make left and right turn movements from the intersections very unsafe due to the limited time to react to through traffic, especially traffic traveling at the speed limit. In accordance with Austroads Guide for Intersection Design (Section 3.2.2) available Safe Intersection Sight Distance (SISD) for a 100kmh speed zone should be in the range of 234m to 262m depending on the applied driver reaction time. Observations for the Neville Morton Drive intersection indicates the available SISD for westbound traffic is approx. 120m and for eastbound traffic approx. 230m. Observations for the Maria River Road intersection indicates the available SISD for westbound traffic is approx. 150m and for eastbound traffic approx. 250m. These observations would indicate drivers attempting to exit right from Neville Morton Drive and Maria River Road would be at risk of a collision when vehicles are approaching at the sign posted speed limit.

The safety of school children crossing the road after being dropped off or picked up by the school buses has also been raised by residents. Children are expected to cross the wider intersection formation within Crescent Head Road with potential conflicts with through and turning traffic.

Council have undertaken traffic counts in response to the resident concerns with the following key results.

Location	AADT	85 th % Speed	% Heavy vehicles
400m east of Beranghi Road	3038	97 kmh	10% (316)
1140m east of Berry's lane	3031	96 kmh	11% (325)
250m west of Maria River Road	3038	86 kmh	9% (263)
120m east of Neville Morton Drive	3173	95 kmh	8% (266)

The Committee considered at its March 2018 meeting a previous speed zone review by the Roads & Maritime Services (now TfNSW) for this locality. The review was instigated in response to a request from the Crescent Head Residents and Ratepayers Association to review the current 100 km/h speed limit applicable on Crescent Head Road near the Maria

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River Road intersection in order to implement safe travel speeds. The recommendation from the RMS speed zone review was that the 100 km/h speed limit with accompanying advisory 75 km/h advisory speed signs on the curve at this location was compliant with RMS guidelines.

The section of Crescent Head Road between Beranghi Road and Maria River Road is regarded as a road safety “blackspot” primarily due to the accident history. Twenty-five (25) accidents have been recorded for this section of the road since 2010. Council has been successful in receiving \$2.14m grant funding under the NSW Safer Roads Program for road safety improvement works in this section of the Crescent head Road. Stage 1 works, Beranghi Road to Berry’s Lane have recently been completed. Stage 2 works, Berry’s Lane to Maria River Road are scheduled for mid-2021.

The section of Crescent Head Road between Beranghi Road and Maria River Road is formed by a mix of short straights and curves with undulating to steep vertical alignment. The speed environment is considered to be much lower than the sign posted 100kmh speed limit. Reduction of the speed limit over this section of Crescent Head road is a treatment measure that aligns with the proposed treatment measures approved for the grant funding. The resultant lower speeds are expected deliver significant road safety benefits.

Given the history of safety concerns raised by the local residents, the accident history and recognition of the subject section of Crescent Head Road as a “blackspot” under the NSW Government’s Safer Road Program it is considered a reduction of the existing speed zone is warranted. A principal aim of the NSW Speed Zone guidelines is to *ensure an appropriate balance of speed zones which are sensitive to changes in conditions along the length of a road without excessive numbers of changes (p3)*. The Crescent Head Road 100kmh speed zone (13.3km) commences approx. 250m east of Teague Drive and finishes at the 50kmh zone, Pacific Street Crescent Head. The section of road between Beranghi Road and Maria River Road is 4.5km. Assuming traffic travels at the 100kmh speed limit, the travel time for the 4.5km section of the road is calculated to be 2m 42 seconds. At 80kmh the travel time is calculated to be 3m 23seconds, meaning with an 80kmh speed zone in place an extra 41 second travel time would be incurred. In practice this is likely to be less given the road conditions are not conducive to 100kmh speeds for the majority of the 4.5kmh section of the road.

TfNSW determine all speed zones within NSW, normally in consultation with the Local Council and other agencies as required.

It is recommended the Committee support a request to Transport for NSW to undertake a speed zone review of Crescent Head Road between Beranghi Road intersection (west side) to the Maria River Road intersection (east side).

Copies of resident submissions and other related information were provided.

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Committee Recommendation

1. A request to Transport for NSW to undertake a speed zone review of Crescent Head Road between Beranghi Road intersection (west side) and Maria River Road (east side) be deferred
2. Council follow up on the completion of minor works recommended by TfNSW as part of the 2018 speed zone review of the subject section of Crescent Head Road
3. The matter be further reported to the March 2021 meeting of the Committee for reconsideration .

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.10 GIVE WAY SIGN – AIRPORT ROAD ALDAVILLA

FILE: F19/1764

Council plans for the upgrading of Airport Road as part of its transport infrastructure works program. Designs for the upgrade are complete and includes reconfiguration of the intersection of Airport Road and the Airport access to give airport traffic priority over the western leg of Airport Road. The western leg is currently a low traffic road formed with a gravel pavement.

Committee Recommendation

1. The Committee support installation of Give Way controls at the intersection of the Airport Road and the Airport access road as detailed in this report.

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.11 GIVE WAY SIGN – MARINE PARADE STUARTS POINT

FILE: F19/1764

Council have in partnership with the Stuart Point and District Community Organisation (SPADCO) developed concept designs for the upgrade of the Stuarts Point Community Hall. SPADCO have submitted a grant application to fund the proposed upgrades.

The existing community hall is located on the north eastern side of the intersection of Ocean Avenue and Marine Parade. Currently Marine Parade traffic has priority over eastbound Ocean Drive traffic by way of an existing Give Way control in Ocean Drive.

With the planned upgrades of the community hall in place and having regard to the recent upgrades of the Stuarts Point foreshore areas it is considered Ocean Drive should be the priority through traffic corridor with Marine Parade southbound traffic required to give way. It is acknowledged with the proposed community hall upgrades a better delineated tee intersection will be provided and hence the normal give way rules will apply to the Marine Parade southbound traffic. However, given the proposed changes, expected pedestrian movements and volumes of traffic in this locality (especially during peak holiday periods) it is recommended Give Way controls be implemented for Marine Parade southbound traffic to reinforce the give way rules.

It is also recommended the give way controls be implemented after the completion of the community hall upgrades. The existing Community hall on street nose in parking and associated movements limits functional placement of give way controls at this stage.

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Committee Recommendation

The Committee supports:

1. The Intersection of Ocean Drive and Marine Parade, Stuarts Point, be modified to have Marine Parade southbound traffic give ways to Ocean Drive through traffic.
2. The existing give way controls in Ocean Drive be removed and new Give Way controls be placed in Marine Parade (as detailed in this report) on completion of the community hall upgrades.

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.12 TIME LIMITED PARKING SPACES – RIVER STREET HOSPITAL FRONTAGE WEST KEMPSEY

FILE: F19/1849

Council has been requested by DRA Architects on behalf of Durri ACMS to provide two (2) 15-minute limited parking spaces within the existing on street parking zone fronting the southern frontage of the Hospital site in River Street.

Earlier this year, Durri ACMS signed a lease with Mid North Coast Local Health District to take over the ground floor of an existing building that faces River Street at Kempsey District Hospital. The space will be used as a general medical service.

The purpose of the proposed time limited parking spaces is to ensure suitable parking space availability for the Durri transport vehicles to drop off and pick up of patients. The spaces are also proposed to be used for those reliant upon urgent short visits to the medical service.

The time limited spaces are proposed to take up two (2) of the existing twelve (12) spaces. The existing spaces are sign posted as two (2) hour time limited 45-degree angle parking. Recent observations of the existing parking spaces indicate a low occupancy rate (average 27%). Based on these occupancy rates it appears the existing time limits are resulting in a desirable parking turnover and/or parking demand in this site is low.

It is anticipated with the change of use to the medical centre parking occupation for this site by general visits will increase and as such implementation of the proposed fifteen (15) minute limited spaces is supported.

Committee Recommendation

1. The Committee support installation of two (2) fifteen (15) minute limited parking spaces within the existing two (2) hour limited parking space site located in the River Street hospital southern frontage, as detailed in this report.

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.13 NO STOPPING CONTROLS – SALEYARDS ROAD – KEMPSEY SALEYARDS FRONTAGE

FILE: F19/1764

Council has been requested by a representative of the Kempsey Saleyard operations to install No Stopping controls along the frontage of the saleyard steel fencing that abuts the existing road pavement.

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The saleyard operations are concerned to the extent of through traffic disruptions during sale days caused by informal parking along the road edges. The informal parking is also claimed to restrict heavy vehicle access and turn arounds associated with the sale yard operations.

The site was inspected on a sales day 19th November 2020 and it was observed that the informal parking is causing the through traffic disruptions as claimed.

The existing road pavement is approx. 7m wide along the sale yards frontage. Within the section of concern to the saleyard operations the yard fencing has a 1.5m setback from the edge of the pavement. The available 1.5m width is insufficient for parallel parking along the road edge. Placement of No Stopping signs is supported along the frontage of the saleyard steel fencing that abuts the existing road pavement. Time and day limits on the proposed No Stopping controls is not required as it is considered there will be no demand for parking in the subject space outside sales days.

Details of the proposed No Stopping controls and a copy of the sale yard operations request were provided for the Committee.

Committee Recommendation

1. The Committee support installation of No Stopping controls in Saleyards Road along the frontage of the Saleyard fencing as detailed in this report.

Council	F	RMS	F	Police	F	Member for Oxley	F
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4.14 PEDESTRIAN FACILITIES – EDEN STREET SHARED PATHWAY WEST KEMPSEY FILE: F19/1782

Council proposes during early 2021 construction of a shared walkway/cycleway in Eden Street between Kemp Street and Riverside Park. The project has been approved and funded as part of the NSW Government's Active Transport Program.

Detailed designs for the works have been completed and include installation of two (2) pedestrian crossing facilities. A pedestrian refuge is proposed in Sydney Street at its intersection with Eden Street. A mid-block crossing is proposed between Sydney and Austral Streets. The option of a pedestrian refuge for the mid-block crossing was investigated and was assessed to be unsuitable for the site due to carriageway width constraints. Accordingly, a road narrowing is proposed by way of kerb side blisters to afford a level of protection for pedestrians and improved sight lines.

Committee Recommendation

1. The Committee support installation of pedestrian crossing facilities proposed to be constructed as part of the Eden Street shared walkway as detailed in this report.

5. CONSIDERATION OF INFORMAL ITEMS

No informal items were submitted for Committee consideration.

LTC 19 – 1st December 2020

6. GENERAL BUSINESS

6.1 INTERSECTION RUDDER & SULLIVAN STREETS

The Council representative queried the status of investigations into the intersection and suggested installation of signs and better line markings. The Chair advised Council staff have scheduled a design for intersection controls, details of which will be reported to the Committee early 2021.

Committee Recommendation

1. The Committee noted the proposed action.

Council	F	RMS	F	Police	F	Member for Oxley	F
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6.2 SOUTH KEMPSEY PACIFIC MOTORWAY INTERCHANGE

The Local Member representative raised a concern to damages to the southbound exit lane onto the Motorway. The Chair advised TfNSW had previously been requested to attend to the matter.

Committee Recommendation

1. The Committee support follow up with TfNSW with a request to attend to the matter urgently.

Council	F	RMS	F	Police	F	Member for Oxley	F
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7. NEXT MEETING

The following dates are proposed for 2021 Local Traffic Committee meetings:

Date	Time	Location
2 March 2021	2pm	Council Offices
1 June 2021	2pm	Council Offices
7 September 2021	2pm	Council Offices
7 December 2021	2pm	Council Offices

CONCLUSION

There being no further business, the meeting concluded at 4.10 pm.